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CANADIAN DEVELOPMENT. RAILWAYS TO BE NATIONALISED.

AMBITIOUS SCHEME.

The Hon. John Dowsley Reid, M.P., Minister of Railways and Canals in Canada, was the principal guest of the Royal Colonial Institute at luncheon on November 15th, at the Victoria Hotel. Reviewing the progress of railway development in Canada, he mentioned the interesting fact that the Government of that country had decided to embark on the nationalisation of the railway systems outside the Canadian Pacific, and had already acquired control of a number of railway companies. When the legal and other formalities had been fulfilled all these lines would be embodied under the head of the Canadian National Railway System, having a total length of over 92,000 miles. The other great system, with its world-wide ramifications, was the Canadian Pacific Railway, which was justly afforded equal rights with the Canadian National Railway. Referring to the new situation thus created, Mr. E. W. Beatty, the president of the Canadian Pacific Railway, in a recent speech, said:

"Our competitor is—and will be—a very extensive system, which will probably increase in magnitude. We all hope it will be a success, and we do not need to be alarmed in order to harbour that hope. I think I can say with perfect candour that no man in Canada has more reason to hope for its success than I have, for two reasons—first, because its success as a railway undertaking means a gradual release of the burden on the taxpayer, and the Canadian Pacific is a fairly heavy taxpayer; and, secondly, because the factors which contribute to its success will ensure the further and continued success of the Canadian Pacific. If the traffic development of the country is such as to support the national system it will undoubtedly be sufficient to add to the support of the Canadian Pacific. You will therefore appreciate that on national and selfish grounds the success of the national railways is something that every Canadian Pacific official should desire. It involves competition of course—keen competition. Competition which is both keen and honest cannot help but redound to the advantage of the competitors, to the improvement in the character of the service they render, and to the resultant advantage of the people and communities served."

ON DISCOVERY.

The Canadian Pacific Railway was undertaken by men who had faith in their country, men who had devotion and courage. One would think that the Dominion, with its 4,000 miles of railways, was well served, but it was so vast a country—as large as the continent of Europe—that much remained to be done. For instance, the recent oil discovery near Fort Norman, on the Mackenzie River, called attention to the fact that the nearest railroad from the oilfield was nearly 1,500 miles away, at Peace River landing, where there was a branch of the Canadian Pacific National Railway. They all hoped that the strenuous exploration campaign in search of oil along the Athabasca and Mackenzie rivers, which would be undertaken next year by Canadian and British companies, would prove successful. It would be a great thing for Canada and the British Empire, and would certainly entail the construction of hundreds of miles of new track, and open up for settlement the promising Peace River district. As there were only eight or nine millions of people in that vast territory they required more people. The investigation Department were busy trying to encourage more people to settle in their country. In doing so they were selecting men so that in the future they would be able to say that every man in Canada was loyal to the Dominion and the British Empire. (Cheers.) They were a happy and a contented people, and they would continue in the future, as in the past, to develop their natural resources. They welcomed to Canada all citizens of the British Empire, and prosperity must follow if they played their part. (Cheers.)

CANCELLATION OF ORDERS BY UNITED STATES.

OPINION IN NEW YORK.

New York, November 8th.

Reports are current here that British textile makers have asked the American Chamber of Commerce in London to protest through the influential Chamber of Commerce of the United States against an abuse of the privilege of cancelling orders. They have aroused no surprise. In this country the abuse is notorious, but it seems to be in part, the fault of the manufacturer. In the war period the manufacturer was often unable or unwilling to promise delivery of goods by a definite date, and usually (with prices rising) he refused to book orders except on the understanding that they should be paid for at the price prevailing on the day of shipment. Confident, as the majority of manufacturers and wholesalers seem to have been, that there was a world-wide scarcity of goods which could hardly be made up in less than two or three years, they were ready as all things to accept cancellation of orders, and indeed in many lines of industry, resorted to themselves the right to decide whether or not they should make delivery on the orders they accepted. It was not until prices began to decline in earnest that they began to appreciate how bad a custom they had permitted to develop.

As regards cancellation by American importers of British textile orders, there is not so much excuse, though by some merchants a partial defence of this action is made on the ground that often the orders cancelled related to goods for which not even an approximate delivery date could be obtained.

The Peking News Agency says that suggestions have been made to the Government in regard to the opening of a conference at Shanghai with the Southern leaders in order to outline the necessary measures for reorganization work in the country. This conference will, however, be called the Reorganization Conference instead of Peace Conference, as the Government thinks there is no longer any necessity to enter into peace negotiations with the Southern leaders at the present time when the Canton Military Government is no longer in existence.

OPIUM TRAFFIC. THE LEAGUE AND UNIVERSAL LEGISLATION.

The following letter appeared in a recent issue of *The Times*—

Sir,—In *The Times* of December 24th, 1919 and of January 6th, 1920, you permitted me to call attention to the international control of dangerous drugs of addiction, such as opium, morphia, cocaine, etc., in the light of Peace Conference and the Covenant of the League of Nations.

By Article 23 (c) of the Covenant the general supervision of the execution of the International Opium Convention, drawn up at The Hague in 1912, was entrusted to the organization of the League of Nations, and by Article 235 of the Treaty all the Powers which are party thereto, but which had not ratified or signed the Convention, were brought into line with those Powers which had signed the Special Protocol of 1914 binding its signatories to enforce the Convention without waiting for a ratification by the rest. Such Powers, as well as those Treaty Powers, which have ratified the Convention, but have not signed the Special Protocol, are, it is held, under obligation to enact the necessary legislation "within 12 months from the coming into force of the present Treaty"; that is to say by January 10th, 1921. By the Dangerous Drugs Act, passed last July, Great Britain has enacted legislation "to regulate the importation, exportation, manufacture, sale and use of opium and other dangerous drugs," so far as the United Kingdom is concerned, in general conformity with the terms of the International Opium Convention of 1921. All the statutory regulations to give effect to this Act, however, have not, I believe, as yet been laid.

The question now arises as to whose duty it will be to see that all the other participating Powers similarly pass legislation to effectuate the Convention. As already stated, Article 23 of the Covenant recites that: "Subject to and in accordance with the provisions of International Conventions existing or hereafter to be agreed upon, the members of the League will entrust the League with the general supervision over the execution of agreements with regard to the traffic in opium and other dangerous drugs." But Article 24 of the Opium Convention of 1914 left the bringing into force of the Treaty and the date as from which the laws, regulations, and measures flowing from it should come into force in the hands of the Government of the Netherlands. As the result of inquiries I recently made at the Department for Foreign Affairs at The Hague, I was courteously informed that, at the instance of the Netherlands Government, the question of the future putting into force of the Opium Convention in the countries of all the Treaty Powers will be discussed at the present meeting of the Assembly of the League of Nations at Geneva.

A question has recently arisen as to bringing the Convention into force in our own Dominions, Colonies, Dependencies, and Protectorates. In signing the Convention at The Hague on January 23rd, 1912, my colleagues and I, as representing Great Britain, were authorised to make a declaration to the effect that "the articles of the present Convention, if ratified by his Britannic Majesty's Government, shall apply to the Government of British India, Ceylon, Straits Settlement, Hongkong, and Weihai-Wei in every respect in the same way as they shall apply to the United Kingdom of Great Britain and Ireland," and to add a reservation as to signature or denunciation on behalf of all the other Dominions and Colonies. Although the Indo-Chinese opium trade came to an end a few years ago, the acreage under the poppy in India increased from 144,581 acres in 1913-14 to 204,186 acres in 1916-17, and the quantity of opium exported from India in 1913-14 amounted to 17,278 chests. This Indian opium found its way chiefly to Indo-China, Java, Japan, Siam, Hongkong, Straits Settlements, and to the United Kingdom. Moreover, very large quantities of morphia and its salts, manufactured in Great Britain in some three or four factories, are annually exported from this country. Thus in 1910 (exclusive of any sent by post) 329,970oz., valued at £235,801, were exported from the United Kingdom, chiefly to France, the United States, Canada, and Belgium. When we remember that the pharmacopoeial dose of morphia is $\frac{1}{4}$ of a grain to $\frac{1}{2}$ a grain, it is incredible that none of this British-made morphia is used for other than "medical and legitimate purposes." Article 8 of the Convention, however, binds the Treaty Powers to "co-operate with one another to prevent the use of these drugs for any other purpose."

There can be no doubt that the world production of opium, morphia, and cocaine has been and is vastly in excess of any conceivable legitimate or medical use thereof, and it is to be hoped that the Assembly of the League may take prompt steps to secure universal legislation similar to that recently passed here, as well as international co-operation in making such legislation effective. I am, Sir, yours faithfully,

W. J. COLLINS.

1, Albert Terrace, Regent's Park, N.W.1.

The Crown Agents are endeavouring to obtain five civil engineers for Ceylon, the starting salaries offered being £450, plus the temporary bonus. These appointments were originally advertised at a salary of £300, plus bonus, but it was found that this sum did not attract suitable candidates.

AN END TO THE SHANGHAI "TRENCHES."

THE CLOSING ORDER.

TO FINISH WITHIN ONE MONTH.

In response to the agitation on the part of the foreign community, the Chinese authorities have resolved that the "Trenches" be closed. An important part was played in this agitation by Mr. F. J. Schuhl, Commissioner of the U.S. Court, who in a recent case remarked that he hoped that "Trenches" would be closed.

As a result of this agitation, which was brought to his attention, General Ho Feng-ling, Military Governor of Shanghai and Sung-kiang, issued orders to the Police and Law Courts under his jurisdiction, instructing them to notify all proprietors of houses in the "Trench" district that the places must be closed within a period of one month.

SURPRISING NEGLIGENCE.

The order reads in part:— "As the locality in question comes directly under our jurisdiction and administration, it is very surprising that the local authorities did not take steps to prohibit such business long ago in order to avoid criticism and attacks from foreigners. If we wish to maintain our national dignity and the confidence which has been placed in us by both foreigners and our own people, we must get to the root of the trouble and do what we can to prevent such occurrences in future."

Wherefore all concerned are hereby notified that these bars and dance halls are to be closed within a period of one month, failing which they will be forcibly closed and sealed up by the authorities. All licences are hereby withdrawn and business of this sort is forbidden hereafter.

In connection with this order, it will be interesting to note how the bar-rooms in the "Trenches" are trying to evade the 12 o'clock closing law. The majority of the places are now provided with black curtains which they place before all windows so that no light is seen from the outside. Thus, while seemingly closed, they still carry on business in "as usual." What they will do when this order is enforced will be watched with interest. *N.C. Daily News.*

CANTON BRITISH RED CROSS SOCIETY OUR DAY.

The Hon. Treasurer of British War Contributions informs us that he has received the following letter of thanks dated 23rd November, 1920 from Sir Arthur Stanley, Chairman of the Joint Council of the British Red Cross Society and Order of St. John of Jerusalem:—

"On behalf of the Joint Council of the British Red Cross Society and Order of St. John, I have to thank you for your letter of October 15th, enclosing a contribution to our Funds amounting to £200 13s. 9d., subscribed by British Residents in Shanghai, our official receipt for which is enclosed herewith."

"The Joint Council desire me to express to you and through you to all the generous contributors who have made up this magnificent contribution, the warm and grateful thanks of the British Red Cross Society of St. John for the welcome and practical help they send to us towards our work. I have no doubt that in whatever manner you consider proper, you will endeavour to communicate to all concerned this expression of our gratitude and thanks for the sympathetic and generous manner in which you have all come to our assistance on 'Our Day,' 1920."

WILTSHIRE REGIMENT'S FAME.

LORD METHUEN'S TRIBUTE.

Field-Marshal Lord Methuen, unveiling at Marlborough a regimental memorial to those members of the 7th Wiltshire Regiment who fell in the War, said there was no battalion to which he was more ready to do honour. "Many, like himself, would have preferred Lord Kitchener to have built upon the foundations of the Territorial Force, instead of creating a new army, and to have formed new battalions of county regiments composed of county men. There was not a large proportion of Wiltshiresmen in the ranks of the 7th Battalion, but the unit gained such a reputation that it reflected great glory on the county. Much was due to the personal influence and gallantry of the commanding officer."

The survivors of the Battalion who were present included Lieutenant-Colonel W. L. Locke, Commanding Officer. A guard of honour was provided by the Marlborough College O.T.O., and buglers from the Wiltshire Regiment sounded the "Last Post" and "Reveille." The Battalion was trained in the Borough, hence the selection of Marlborough as the site of the memorial.

LINER FARES MYSTERY.

CHEAPER FREIGHTS, DEARER PASSAGES!

Shipping freights have slumped from 40 to 80 per cent. since March. "Why has there not been a corresponding reduction in passenger fares?" The Cunard, White Star, and other companies in the Atlantic conference introduced in the spring a surcharge of 25 per cent. on minimum fares from England to America. This raised increased aggregate profits to the companies concerned of nearly £23,000,000 per annum.

A further increase of passenger fares in June of 23 first class, £3 second class, and 21 third class brought the fares on the fastest and largest steamers up to 262 4s. first class, 233 9s. second class, and 219 9s. third class.

The rates for the slower and smaller ships were increased on a corresponding scale. "There has been no reduction in minimum passenger fares since that time." *Express.*

THE LATE MR. WOOLLEY.

DETAILS OF HIS CAREER.

The *Japan Chronicle* gives the following details of the career of Mr. A.H. Woolley, of Kobe, whose death, occurring somewhat suddenly, has been already reported in our columns:—

Mr. Woolley was born in Derbyshire in 1880, and at an early age entered the service of the Peninsular and Oriental Steamship Co., at a time when it was a very much smaller organisation than it is to-day. He entered the P. & O. service very shortly after the opening of the Suez Canal enabled the P. & O. Co. to establish a direct service to India, and subsequently to China and Japan, but previous to this the company had opened a service with India by way of what was called the Overland route, when passengers disembarked at Alexandria and were conveyed across Egypt by railway to Suez, where another P. & O. vessel awaited them and they re-embarked to voyage across the Red Sea and the Indian Ocean.

Mr. Woolley was for some time in Egypt, thence proceeding to India, and later was transferred to Hongkong, where he remained for many years, becoming in due course first assistant at the head office for the East established in that Colony. In 1890 he was appointed agent in Kobe, and a year or two later he was made agent in Yokohama, which was then the head office for Japan. About fifteen years ago it was determined to make Kobe the head office, and Mr. Woolley returned to the southern port, where, with the exception of one or two absences on furlough, he has remained ever since. He was thus for close on fifty years in the service of the P. & O. Company.

From the first Mr. Woolley took an active part in the public work of the small foreign community in Japan. He was in Japan for ten years prior to the surrender of extra-territoriality, and in 1891 he was elected a member of the Kobe Municipal Council, which then had jurisdiction over the Settlement, an office which he retained until 1893, when he was transferred to Yokohama. On several occasions he was elected President of the Kobe Club, and has repeatedly been chosen as Chairman of the Kobe Foreign Board of Trade, while his appointments on local committees have been innumerable. He has also served as Director or Chairman of various public companies, including the Oriental Hotel, Limited, and Messrs. Nickel & Lyons. Perhaps the organisation to which he devoted most attention outside his own special work was the branch of the British Association in Kobe, of which he was repeatedly elected President. This being an organisation devoted to the protection and advancement of British interests had the first place in his regard of all the institutions with which he was connected, and his labours on behalf of British interests during the war were acknowledged by his being created an officer of the O.B.E. in the early part of this year. Mr. Woolley had very emphatically the civic spirit, and was always ready to join in any effort for the improvement of local conditions, so that his decease is a material loss to public welfare. Of a genial temperament and with a bluff, hearty manner, Mr. Woolley was popular among all sections of the community. His illness has continued for a few months, with varying conditions of improvement and relapse. For some time, however, there has been very little hope of recovery, though the end at last was sudden. He leaves a wife, with whom great sympathy will be felt by her many friends, and two sons and a daughter. The latter, Mrs. Murphy, is with her husband, now in England. Willoughby, the elder son, is in the service of the P. & O. Co., in London. Jack, the younger, is a Captain in the Indian Army. Both sons served during the war, and the younger decided to adopt the military career. Being summoned some months ago, when their father's condition became serious, they arrived in time to see their father before the end came.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

Friday, January 7th.

Parades for week ending January 10th will be held in accordance with programme of work.

MUSKETRY. Part I. will be fired on Sunday, January 10th, at King's Park Range, at 10 a.m. Any members of the Corps who have not yet fired Part I. must attend on this date.

Part II. will commence on Saturday, January 22nd, 1921.

ORDERS FOR MOUNTED INFANTRY SECTION.

Parade at Polo ground, Causeway Bay, on Wednesday, January 12th, at 5 p.m.

Dress: Optional.

ORDERS FOR CADET COMPANY BY LIEUT. A. J. M. WYMAN.

Parade.

The Company will parade at Headquarters on Tuesday, January 11th, at 5.30 p.m.

Dress: Drill order.

G. F. E. RAPSON, Bt. Major, Adjutant, H.K.V.D.O.

NOTICE.

The Corps Rifle team are firing in the League Competition at R.N. Dockyard Recreation Club, on Saturday, January 15th, 1920.

BOXING AT VICTORIA RECREATION CLUB.

EXCELLENT NIGHT'S SPORT.

A SUCCESSFUL REVIVAL.

A boxing entertainment arranged by Mr. Logan and a number of well-known Hongkong sportsmen at the Victoria Recreation Club last night, drew a large number of the sport-loving community to the Colony to the club-rooms. As the night was really a revival of sport here, more than usual interest attached to it, and the spectators were a number of the arrangements were excellently made out and the sports was first class.

The arrangements were excellently made out and the sports was first class. During the evening the Hon. Mr. P. H. Kelly thanked the promoters on behalf of the spectators for providing such an excellent entertainment and also those who took part in it.

Altogether five bouts were put on, and in every instance, they were enjoyable. The surface of the ring was not all that it might have been and the ropes were a little loose. The former defect can be remedied by spreading a canvas over the flooring, while the correction of the latter is a simple matter. The referees gave the utmost satisfaction and controlled the contests well.

For the boxing itself there are only a few remarks to be made, apart from the detailed descriptions given. From the point of view of science, the only display that was above mediocre was that of Kerrison in the principal contest. He was really the only boxer who knew how and when to hit; just as he was the only one who made any attempt to use his feet to any advantage. He demonstrated what has become an axiom in boxing that the straight left by itself is a dangerous and difficult mode of attack, but when the right follows through straight away against an opponent anxious to clinch it becomes a damaging and disastrous form of offensive against a man who cannot get inside it and hook at the same instant, or alternatively, bring clever footwork to his aid.

The straight left was literally ridden to death by the other boxers, mostly without effect. The second broad point calling for comment is the fact that almost all the boxers confined their attention to the head—the hardest and least effective (generally) point to hit. The telling and winning hooks to head and stomach were taboo.

Summing up one can say that the boxers were game, very game, willing (except in one case), and with the same exception, sportmanlike and enthusiastic. These elements made the contests interesting throughout, much more interesting than many highly scientific contests that are staged.

The referees were Messrs. Logan, McCann, Barley, and Murdoch. Timekeeper, Mr. A. Allen; M.C., Mr. Brooks; Shirgour, Dr. Forreth.

NORTH v. TEDDY NEAL.

This was a 10 rounds, 3 minutes, contest between "Ship's Cook" North (Cardiff), lightweight champion of the China Fleet (121 lbs.), and Teddy Neal (127 lbs.) of Hongkong.

The opening round found both men very eager. They met in the centre of the ring on the going and exchanged a few spiritless straight punches and continued to dance about without doing any serious damage to one another during the remainder of the round. Neal showed a distinct tendency to leave himself open on the breaks away.

The second round saw the pace slow up a good deal, and the men exchanged fairly evenly. The offensive weapon was always the straight left; it was followed by clinches and a set to at swinging. Neal's blows were badly timed and doing little better. He was slow and did not follow up the action of opening Neal left for him.

The third round was a repetition of the opening two, but in the fourth Neal opened up and scored with three successive straight punches to his opponent's nose. North recovered half-way through the round and replied with two heavy swings to Neal's ribs and the pace again slackened. Round five opened with North on the offensive. He sent his man to the ropes several times under a series of straight punches and right uppercuts, and at one stage might have finished the contest had he gone in when his man was in his mercy.

Neal recovered the position in the sixth round and sent North's head back time and time again, and in the clinches that followed scored frequently with right and left hooks. A series of stinging lefts towards the close of the round drew blood from the sailor's mouth and he showed plainly that he was rattled. He slipped to his knees twice, but was up again at once.

Neal continued to punish his man severely in the first few exchanges of the following round, spreading right swings to his straight left. North soon replied in the same department and his blows were better timed. Just before the going sounded the city man sent in a heavy left to the stomach.

North brightened up in the eighth round and the exchanges were mostly in his favour. Neal lost many chances of scoring by closing and clinching.

Neal used his right as he had been doing all along—very unsatisfactory in the ninth round and got the advantage of the scoring, mostly with lefts, but North finished the evening with a dramatic termination. North opened strongly and scored several lefts to the face that drew blood. Neal replied with a strong right and landing two heavy swings very right over his man and both fell to the boards. North beneath. The latter struck his head

heavily. Neal was soon up, but North was down for 7 seconds before he climbed up—aided by the ropes. Neal, though dazed, could have finished him, but with fine sportsmanship refused. The referee gave the fight to North. He had no other alternative on the points.

EXHIBITION BOUT.

Seaman Hewlett and Seaman Evans (ex-champion of Malta) sparred three exhibition rounds. It was a humorous event as most affairs of the kind are. The thing both men were most careful about was not to hit to hurt. The spectators enjoyed the fun.

KERRISON v. WALTER.

The main bout of the evening was between "Sky" Kerrison (Welterweight Champion of the Colony, 140 lbs.) and Eddie Walker (146 lbs.) of the *Hawkins*.

Walker opened very strongly, and his opponent, nothing loath, went in also, and a series of very heavy blows were exchanged. It was soon apparent that it was a matter of science versus brute force, Walter supplying the latter.

The second round found Walter forcing the pace with straight smashes. Kerrison slipped to the boards early, but recovered immediately and scored steadily with straights and left hooks.

In the third round Walter's pace slowed, and Kerrison, coming in, chopped his man about, savagely with straight lefts and right hooks. Walter seemed to be tiring.

Kerrison followed his man from the opening of the next round, delivering heavy, well-timed straight lefts and rights to the face and body. Walter tried to save himself by clinching, but in the clinches Kerrison had the best of the in-fighting, scoring frequently with short jabs and hooks.

In the fifth round Kerrison made all the fighting, using his man as a chopping block for straights, crosses and hooks from all angles. Walter went down for 4 under a straight right.

The sixth round found Kerrison repeating his boxing tactics. Walter began to weaken badly and commenced to strike low—apparently wanting the fight to end before he took further punishment.

Early in the seventh round Walter fell to the boards for three seconds. Owing to the referee having to adjust Walter's dress twice during the round there was little scoring.

Kerrison opened the scoring in the eighth with a straight right to the stomach. Walter replied with a couple of left smashes, but Kerrison came back again with straight rights and lefts, and sent his man down twice, once for 9 seconds. The referee cautioned Walter for hitting low.

Early in the ninth round Walter went down and out before a gentle push that would not have knocked a fly over. It was obvious that he had all the wanted of Kerrison's company.

Mr. Logan was the referee. On the conclusion of the bout Kerrison announced his impending marriage, and stated that he did not intend to enter the ring again.

SULLIVAN v. JONES.

This was an interesting bout, scheduled for 10 rounds, between two steady heavyweights, "Splice" Sullivan (151 lbs.) and J. Jones (169 lbs.), both Naval men. Jones, who was the taller of the two, forced matters during the first three rounds. His punching was not of a very scientific variety, however, and served mainly to promote clinches and to irritate Sullivan's shoulders.

In the third round Sullivan sent in a right swing to his opponent's eye. In the following round, just before the going, Jones avenged it by sending his man down for 9 seconds per medium of a mysterious combination of swing and sling in a clinch.

Sullivan went down at about the same place in the next round under a left hook. Jones was making all the fighting, hitting fiercely and blindly. Sullivan closed under his rushes to avoid punishment, but was badly mauled in the in-fighting. He scored occasionally with straight punches and swings, but it was obvious that his bigger opponent had the mastery over him at every turn.

YOUNG SIMMONDS v. STOKER MAY.

The other bout was between Young Simmonds (147 lbs.) and Stoker May (151 lbs.). It can scarcely be called a bout since it finished at the referee's direction, early in the second round. May went in from the first round of the going and punched his man all over the ring without any serious opposition. The spectators were relieved when the referee intervened.

The end came early in the next term after Sullivan had been down for 9 seconds. A right cross to the point put him down again and out.

CHEFALO MAGIC SHOW.

Yesterday afternoon Mr. Chefalo gave an interesting exhibition of his abilities as an expert of hand tricks to a gathering of Press men in the office of the "Telegraph." His performance with the cards, the rings and the invisible disappearing nuts showed him to be an artist of an exceedingly finished nature. His concentration was clean and effective, and out of the way of the generality of unimpressive turns so frequently seen. Judged on the basis of his performance yesterday afternoon, this evening's performance should not be missed on any account.

This evening his Excellency the Governor and party will be present at the opening of the season in the Theatre Royal. The booking is said to be very heavy so that those who desire to secure seats should look up the plan at Montreux this morning.

SPORT.

FOOTBALL.

HONGKONG LEAGUE.

The following is the list of matches due to be played to-day in the above League.

DIVISION I.

H.M.S. Carleton v. Hongkong Club, Navy "A" ground, 4 p.m. Referee Mr. Williams.

H.M.S. Ambrose v. S.C.A. Navy "B" ground, 4 p.m. Referee Mr. Wells.

Kowloon v. H.M.S. Tamar, St. Joseph's ground, 4 p.m. Referee Mr. Hollands.

R.G.A. v. Wiltshire, Bookamp ground, 4 p.m. Referee Mr. Jones.

DIVISION II.

United v. S.C.A. Reserves, St. Joseph's ground, 2.30 p.m. Referee Mr. Sambell.

Club de Recreo v. St. Joseph's College, S.C.A. ground, 2.30 p.m. Referee Mr. Drayton.

Staffs v. Indian Recreation Club, Bookamp ground, 2.30 p.m. Referee Mr. Jones.

H.M.S. Carleton Reserves v. Punjabis, Navy "A" ground, 2.30 p.m. Referee Mr. Pearce.

R.G.A. Reserves v. Ollers, United Navy "B" ground, 2.30 p.m. Referee Mr. Hollands.

Kowloon Reserves v. H.K. Club Reserves, S.C.A. ground, 4 p.m. Referee Mr. Sayer.

After a fortnight's rest, ten matches are down for to-day. The Senior Division commences the second half of their list of fixtures.

The Club are away from home and are the guests of the Carleton on the Navy "A" ground. A very good game is expected as the new crew of the ship comprises some good footballers.

The sailors beating the R.G.A. has made the League more open. The Club team with the assistance of Kuir in the front line should win.

The Ambrose and S.C.A. should be a good game, and will attract a large crowd. The Chinese are expected to win, as the sailors have had some difficulty in turning out a representative side lately, but with recent arrivals from home, they are sure to make an improvement.

Kowloon receive the Tamar on St. Joseph's ground where a fast game is expected. The Civilian won the previous match by 3 to 1, and the sailors will be keen to avenge this defeat.

The R.G.A. will meet the Wiltshire on the Bookamp ground, and a very hard game is expected. These teams beat the League at the present time and a fast game should end in a draw.

In the Junior division the United and S.C.A. Reserves will meet. The Chinese are not playing the game they opened the season with. The United should win, if their forwards could show more combination.

The College boys meet their rivals on the S.C.A. ground, and should easily dispose of the Club de Recreo.

A good game should be seen between the R.G.A. and Ollers. The sailors will fight hard to remain bracketed with the College at the head of the League table.

The Club and Kowloon second teams meet at 4 p.m. on the S.C.A. ground, where the match should end in favour of the Club.

The Carleton Reserves meet the Punjabis at Bookamp, and the sailors should have an easy game. They are very formidable side just now, and should take both points.

The Staffs are expected to beat the Indian Recreation Club, but the latter Club will give them a good game.

HONGKONG LEAGUE MEETING.

A meeting of the Hongkong League has been arranged to take place on Tuesday next, at Victoria Barracks, at 5.30 p.m., to allocate the amount collected in the recent charity matches to local charities.

HONGKONG v. H.M.S. "CARLETON."

The following will represent the Club against the Carleton on the Navy "A" ground to-day, kick-off at 4 p.m.:—G. Rodger, W. Gerrard and M. Tonkin; J. W. R. McPhail, M. L. Bailton and J. Rodger; J. B. Lampton, E. McTavish, M. Sandberg, E. Moore and E. Riss.

KOWLOON v. H.M.S. "TAMAR."

The following will represent Kowloon in their 1st Division League match to-day against H.M.S. Tamar on St. Joseph's ground, kick-off at 4 p.m.:—W. Crocker, F. Wheeler and T. L. Knight; J. Coupland, B. Pascoe and P. Beasley; W. Taylor, C. Millard, R. E. Townsend, F. Evelyn and F. Clemo.

KOWLOON v. HONGKONG.

In the 2nd Division League match against Hongkong to-day on the South China ground (kick-off 4 p.m.) Kowloon will be represented by—H. McKee, S. Haver and S. Adams; A. Sparrow, H. Roberts and A. Martin; E. Alderson, E. Donovan, A. Palmer or H. Byrnes; A. Mason and A. Estorff.

ROYAL HONGKONG GOLF CLUB.

The annual meeting of lady golfers was held yesterday at the Helena May Lodge, Mrs. John Johnston presiding. The committee was elected, and Mrs. F. M. Crawford was chosen captain for the coming year.

A CHARGE OF MURDER.

PREFERRED AGAINST A GOVERNMENT HOUSE COOLIE.

Some days ago the body of a Chinese woman was found in the undergrowth near a path between Upper and Lower Albert Roads, not far from Government House.

There were red marks on the neck and face of the woman, and the condition of the clothing indicated that the body had been dragged along the ground for some distance. It was considered not improbable that death might have occurred actually, and that the corpse might have been put there by some one too poor to afford burial expenses.

A post mortem examination, however, discredited this theory as the state of the lungs indicated death by strangulation.

The woman was identified as an amah employed by a resident on the Peak, and for some days rumour has been busy amongst the Chinese servants employed in this locality. Some said the woman had been decoyed to a lonely spot by a jealous sweetheart and there strangled. Others had the version that the woman had lent a sum of money—said by some to amount to 150 dollars—and that she had been dunning the man to whom she had lent it, in the hope of obtaining a settlement before Chinese New Year. To get rid of an importunate creditor (the story had it) the murder was committed.

Whatever may be the circumstances of the crime—crime there has been an arrest has been made and a formal remand granted until the coming week. The accused is one Tong Tim, aged 42, a house coolie at Government House, who is charged for that he "on or about January 2nd, 1921, at Victoria, in the Colony of Hongkong, did murder one Chan Chenk."

The case will be heard on Tuesday next.

FATAL OCCURRENCES.

ONE DAY'S DEATH TOLL.

A Chinese male, aged 47, committed suicide by jumping from a verandah at 74, Portland Street, Yau-mat, on Thursday.

The master of the *Chingpo* steam launch also reports that on Thursday night an unknown passenger fell or slipped from his launch outside the breakwater at Yau-mat. No trace of the body could be found, nor has a body been recovered.

At 3.30, working in the fields at Ma-tai on Thursday collapsed and suddenly expired. The cause of death is believed to be heart failure.

CRICKET.

K.C.C. v. NAVY.

On the K.C.C. ground to-day at 2 p.m. Team—B. D. Evans, J. Stalker, E. L. Bragg, C. J. Stapleton, H. Overy, K. B. Macaskill, D. M. Goodall, W. E. Haslett, A. W. Ramsey, and W. F. T. Garryn.

CIVIL SERVICE v. INDIAN R.C.

The following will represent the Civil Service on their own ground at 2.15 p.m.:—G. R. Sayer (capt.), E. B. Reed, R. O. Wicheff, F. J. de Rome, E. W. Hamilton, E. Finch, W. D. Edmonds, J. H. Piercy, A. R. Sutherland, F. J. Ling and H. E. Strange.

RUGBY.

ARMY v. NAVY.

The following are selected to represent the Army at Happy Valley to-day at 4 p.m.:—Lieut. Mockridge, R.G.A.; Capt. Tomory, R.A.M.C.; Capt. Murray, I.S.M. (capt.), Lieut. Bann (Wilt), and Lieut. Moore (Wilt); Lieut. Davies, R.G.A.; Lieut. Ziemer, 2/22 Punjabis; Capt. Legg (Wilt); Capt. Bristol, R.G.A.; Lieut. Doolington (Wilt); Lieut. Sergeant (Wilt); Lieut. Mortimer, R.G.A.; Lieut. Boyes, R.G.A.; Lieut. Hammond, R.E.; and Lieut. Morton, 2/22 Punjabis.

GOLF.

ROYAL HONGKONG GOLF CLUB.

The annual meeting of lady golfers was held yesterday at the Helena May Lodge, Mrs. John Johnston presiding. The committee was elected, and Mrs. F. M. Crawford was chosen captain for the coming year.

READY FOR SERVICE CLOTHING FOR MEN

TWEED SUITS AND GOLF COATS FLANNEL JACKETS AND TROUSERS SMART OVERCOATS AND MOTOR ULSTERS TWEED JACKETS AND KNICKERS



READY-TO-WEAR GARMENTS will be the feature of a special display at Lane Crawford's during January. The garments we offer are equal in every respect to the finest bespoke work, special care being exercised to prevent any resemblance to a Ready-made Garment and L. C. & Co. take this opportunity of inviting every man who appreciates the mental, commercial and social value of Fine Attire to pay a visit of inspection during this special show.

LANE, CRAWFORD & CO.

JUST ARRIVED

A large consignment of

DOBBIE MCINNESS IMPROVED BOURDON STEAM PRESSURE AND VACUUM GAUGES

6" 7" and 8" from 200 lbs to 500 lbs

Sole Agents for Hongkong and South China

LANE, CRAWFORD & CO.

Tel 1741

HONGKONG

97

PIANOS

"BABY" GRAND & UPRIGHT

By

CHICKERING, BROADWOOD, COLLARD & COLLARD, ALLISON & HAMILTON.

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

Powell

TELEPHONE 3146.

SPECIAL SALE

GENTLEMEN'S

WINTER GLOVES

GREY BEAVER \$3.75 per pair.

TAN \$4.75

TAN KID \$5.75

WOOLLEN \$1.00

SEE WINDOW

NEW ADVERTISEMENTS

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the HONOURABLE the ATTORNEY GENERAL intends at an early date to apply to the Legislative Council of Hongkong for a Bill intituled "An Ordinance to amend the making of By-laws in respect of Hotels."

Dated the 8th day of January, 1921.
JOHNSON, STOKES & MASTER,
Solicitors.

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship

"SLAVIC PRINCE"

having arrived from the above Port Consignees of Cargo are hereby informed that their Goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on Thursday, Jan. 13th, at 10 A.M. All Claims must be presented within FIFTY DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 14th, will be subject to rent. Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed. No Fire Insurance has been effected. Bills of Lading will be counter-signed by FURNISS (FAR EAST), LTD., St. George's Building, Telephone No. 9185, Hongkong, January 7th, 1921.

THE NATIONAL COUNCIL FOR COMBATING VENEREAL DISEASES.

THE following MEETINGS have been arranged under the auspices of the HONGKONG GENERAL CHAMBER OF COMMERCE: Film Lecture for Men and Women of the European Community.

"DAMAGED GOODS"

At The Holmes May Institute, MONDAY, JANUARY 10th, at 5.30 P.M. By Order, D. K. BLAIR, Acting Secretary, Hongkong General Chamber of Commerce, Hongkong, January 5th, 1921.

REPULSE BAY HOTEL

THE Orchestra will be in attendance daily during afternoon Tea and Dinner, MONDAYS and FRIDAYS excepted. Semi-private concerts will be held during Tea and afternoon Tea on SUNDAYS.

PIANOFORTE RECITAL

to be given by PROFESSOR SKLARBEVSKI in the ST. ANDREW'S HALL, CITY HALL, on the 10th, 11th and 18th JANUARY, at 5.30 P.M. sharp.

A fine Chickering Grand supplied by the Anderson Music Co. will be used.

Tickets can be obtained at the Anderson Music Co. or from Prof. Dzenberg.

Prices: \$3, \$2 and \$1.

G. B. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of JANUARY, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of LOWY LAND at Tai Tai, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Quantity of	Area	Approximate Area	Approximate Area	Approximate Area
1	1/2	1/2	1/2	1/2	1/2
2	1/2	1/2	1/2	1/2	1/2
3	1/2	1/2	1/2	1/2	1/2
4	1/2	1/2	1/2	1/2	1/2
5	1/2	1/2	1/2	1/2	1/2
6	1/2	1/2	1/2	1/2	1/2
7	1/2	1/2	1/2	1/2	1/2
8	1/2	1/2	1/2	1/2	1/2
9	1/2	1/2	1/2	1/2	1/2
10	1/2	1/2	1/2	1/2	1/2

As per map plan.

SEAMEN'S INSTITUTE

11, PRINCE STREET, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Open Air Room, O.P.O.'s Room, Restaurant, Open Air Club, Church.

Private Cabins and beds in Dormitories, Motor Launch, "Daylight."

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

EIGHTH DRAWING

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-sixth day of October, 1920, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WATSON, FRANKLIN & TROTTER, one of the Directors, and WILLIAM H. BAKER, Secretary of the Company, and JOHN WILLIAMS, J.P., of 78, Great Winchester Street, London, E.C.2, Notary Public.

The said Debentures will be paid off at par on the 31st December, 1920, at either of the following places:—

In LONDON: At the Transfer Office of the Company, No. 4, London Wall Buildings, E.C.4.

In HONGKONG: At the Office of the Local Board, 13, rue Broderick, District.

In CHINA: At the General Office of the Company, Tientsin.

5 BONDS OF £500 EACH, NUMBERED—

70 BONDS OF £1000 EACH, NUMBERED—

725 BONDS OF £200 EACH, NUMBERED—

3899	3901	3903	3909	4139	4247
4398	4375	4453	4454	4511	4540
4598	4599	4677	4759	4772	4775
4783	4784	4894	4912	4986	4997
5028	5089	5090	5093	5222	5315
5387	5446	5488	5521	5593	5732
5758	5810	5850	5893	5943	5946
6286	6289	6358	6373	6384	6390
6400	6534	6577	6584	6637	6650
7083	7128	7189	7200	7232	7233
7282	7283	7304	7322	7322	7323
7316	7347	7386	7403	7446	7456
8090	8101	8104	8137	8283	8383
8345	8377	8420	8504	8529	8529
8565	8591	8593	9017	9129	9165
9274	9298	9344	9381	9399	9440
9640	9642	9691	9617	9620	9632
9645	9663	9718	9777	9843	9892
10073	10088	10118	10153	10173	10174
10186	10228	10228	10288	10300	10310
10432	10517	10547	10573	10592	10707
10729	10749	10801	10842	10864	10937
10941	10988	10988	11004	11022	11028
11068	11072	11078	11088	11128	11168
11243	11255	11301	11373	11417	11481
11480	11489	11538	11623	11629	11846
11728	11755	11775	11803	11803	11972
12018	12100	12143	12188	12229	12266
12363	12369	12377	12437	12478	12506
12523	12534	12563	12725	12729	12749
12889	12906	12923	13003	13040	13047
13237	13415	13428	13518	13529	13610
13810	13810	13829	13858	13883	14147
14180	14184	14178	14195	14250	14349
14388	14447	14451	14546	14590	14630
14644	14674	14754	14822	14934	15003
15022	15025	15183	15206	15231	15234
15242	15253	15294	15291	15348	15369
15415	15450	15531	15549	15592	15777
16033	16044	16046	16049	16177	16219
16259	16263	16264	16269	16272	16273
16284	16289	16291	16292	16293	16294
16295	16299	16300	16301	16302	16303
16304	16309	16310	16311	16312	16313
16314	16319	16320	16321	16322	16323
16324	16329	16330	16331	16332	16333
16334	16339	16340	16341	16342	16343
16344	16349	16350	16351	16352	16353
16354	16359	16360	16361	16362	16363
16364	16369	16370	16371	16372	16373
16374	16379	16380	16381	16382	16383
16384	16389	16390	16391	16392	16393
16394	16399	16400	16401	16402	16403
16404	16409	16410	16411	16412	16413
16414	16419	16420	16421	16422	16423
16424	16429	16430	16431	16432	16433
16434	16439	16440	16441	16442	16443
16444	16449	16450	16451	16452	16453
16454	16459	16460	16461	16462	16463
16464	16469	16470	16471	16472	16473
16474	16479	16480	16481	16482	16483
16484	16489	16490	16491	16492	16493
16494	16499	16500	16501	16502	16503
16504	16509	16510	16511	16512	16513
16514	16519	16520	16521	16522	16523
16524	16529	16530	16531	16532	16533
16534	16539	16540	16541	16542	16543
16544	16549	16550	16551	16552	16553
16554	16559	16560	16561	16562	16563
16564	16569	16570	16571	16572	16573
16574	16579	16580	16581	16582	16583
16584	16589	16590	16591	16592	16593
16594	16599	16600	16601	16602	16603
16604	16609	16610	16611	16612	16613
16614	16619	16620	16621	16622	16623
16624	16629	16630	16631	16632	16633
16634	16639	16640	16641	16642	16643
16644	16649	16650	16651	16652	16653
16654	16659	16660	16661	16662	16663
16664	16669	16670	16671	16672	16673
16674	16679	16680	16681	16682	16683
16684	16689	16690	16691	16692	16693
16694	16699	16700	16701	16702	16703
16704	16709	16710	16711	16712	16713
16714	16719	16720	16721	16722	16723
16724	16729	16730	16731	16732	16733
16734	16739	16740	16741	16742	16743
16744	16749	16750	16751	16752	16753
16754	16759	16760	16761	16762	16763
16764	16769	16770	16771	16772	16773
16774	16779	16780	16781	16782	16783
16784	16789	16790	16791	16792	16793
16794	16799	16800	16801	16802	16803
16804	16809	16810	16811	16812	16813
16814	16819	16820	16821	16822	16823
16824	16829	16830	16831	16832	16833
16834	16839	16840	16841	16842	16843
16844	16849	16850	16851	16852	16853
16854	16859	16860	16861	16862	16863
16864	16869	16870	16871	16872	16873
16874	16879	16880	16881	16882	16883
16884	16889	16890	16891	16892	16893
16894	16899	16900	16901	16902	16903
16904	16909	16910	16911	16912	16913
16914	16919	16920	16921	16922	16923
16924	16929	16930	16931	16932	16933
16934	16939	16940	16941	16942	16943
16944	16949	16950	16951	16952	16953
16954	16959	16960	16961	16962	16963
16964	16969	16970	16971	16972	16973
16974	16979	16980	16981	16982	16983
16984	16989	16990	16991	16992	16993
16994	16999	17000	17001	17002	17003

INTIMATION

The drawn Debentures, with Coupons Nos. 18 to 20 attached must be left four clear days for examination.

By Order, ALFRED W. HERRY, Secretary.

Countersigned: J. W. P. JAURALDE, Notary Public.

St. Andrew's Friars, London, E.C.2, 30th October, 1920.

FINEST CASHMERE SUITINGS, Silk and Cotton Ties, etc. Splendid value. Write for sample.

H. BROOK & CO., 33 Westgate, Huddersfield, England.

NOTICE: FROM December 1st, 1920, we have taken over the EXILE GARAGE and have become a Motor Company and are not responsible for any debts incurred prior to that date.

UNITED MOTOR CO., LTD.

THE UNITED MOTOR CO., LTD.

Operating: EXILE GARAGE Phone 1036.

Care for Hire and Accessories for Sale. HONGKONG MOTOR CO.

141, Praya East, Wanchai.

Workshop and cars garaged at reasonable rates.

Sole Agents for: FIRESTONE TYRES.

32 x 34 Firestone fabric tyres \$50 each. Batteries changed at \$150 each.

We can give you a service second to none.

NOTICE: NOTICE IS HEREBY GIVEN that we have registered ourselves as a private limited company under the provisions of the Companies Ordinance 1914, and on and after the 1st January, 1921, the whole of our business as a going concern will be carried on by and will be carried on under the name of THE UNION TRADING COMPANY, LIMITED, but there will be no change in the management thereof.

Dated the 1st day of January, 1921. THE UNION TRADING COMPANY, by S. M. CHURCH, General Manager.

NOTICE: NOTICE IS HEREBY GIVEN that 25,000/25,000 issued on 12th May, 1920, in the name of ISMAEL PILLAY MADAN has been LOST, and should the same not be produced before the 1st January, 1921, it shall be deemed cancelled and of no effect.

GIBB LIVINGSTON & CO., LTD., Agents.

STUDEBAKER CORPORATION OF AMERICA.

WE have been appointed Sole Agents for HONGKONG and the Provinces of KWONG TUNG and KWONG SAI.

OUR MAIN SHOW ROOM and TOWN GARAGE adjoining Pedder Street and Des Voeux Road will be opened in March, and the GARAGE at REPULSE BAY.

A complete line of various Studebaker Models and Spare Parts will arrive shortly. These will be specially priced to meet the needs of Hongkong and the New Territories, with a view to effecting greater efficiency in all climbing.

UP-TO-DATE PUMPING STATIONS are being installed at both garages, where "SHELL" MOTOR SPIRIT and "VACUUM" MOBILE OILS will be obtainable at all hours

COLONIAL OFFICE REFORM:

QUESTION RAISED BY LORD MILNER'S
IMPENDING RESIGNATION.

PROSPECTS OF TRADE:

SIR ROBERT HORNE'S PROPHECY.

HOME RULE OUTLOOK:

GOVERNMENT PROCEEDING WITH SOUTHERN PARLIAMENT
PLAN.

LATEST CABLES.

(REUTERS' AGENCY.)

TRADE OUTLOOK.

SIR ROBERT HORNE'S OPTIMISM.

LONDON, January 7th.

Sir Robert Horne, in an interview with a *Daily Graphic* representative, was optimistic as regards the trade outlook in 1931, and deprecated the tendency of great industrial and other interests to rely over much on the Government. The Government, he said, realised the need at all costs of getting the world working again and was prepared to consider the extension of credit to several ex-belligerent countries, but not to Germany at present. The blunt fact, Sir Robert Horne said, was that Germany was dumping her goods profusely, and he gave as an example the case of steel billets which were offered at \$18 10s. a ton, as compared with \$15 a ton, the cost of manufacture in Britain, also of cotton fabric gloves in which Great Britain specialized before the war. There was reason to believe that German financiers were trying to keep the mark depressed to enable them to knock out England and other countries from the world markets, and thus restore Germany's export trade.

Touching on Russia, Sir Robert Horne said that Trotsky and Lenin were leading different sections. The former regarded the continuation of Russia's present condition as essential to the prolongation of Bolshevism. Lenin did not agree with him, and knew that trade was a condition of life and survival. The United States' attitude was not helpful, it was chiefly self-contained. But he was hopeful as regards the movement about there.

He was of the opinion that the only solution of the exchange question was mutual cancellation of inter-allied war debts, which would not only benefit Europe but improve the commercial value of the dollar.

Sir Robert Horne chiefly attributed the depression to waiting for lower prices before buying.

UNEMPLOYED COMMITTEE.

LABOUR PARTY'S REFUSAL TO
SERVE.

LONDON, January 7th.

The Labour Party declines to serve on the Government's committee on unemployment on the ground of the limited nature of the terms of reference. It is also alleged that the exclusion of an enquiry into the cause of unemployment from the scope of the committee's work is a most unusual course.

The discharge of small numbers of railwaymen throughout the country is proceeding in consequence of the falling off of goods traffic owing to trade depression.

MURDERED IN ATHENS.

VENIZELIST PRESIDENT OF
COURT MARTIAL.

ATHENS, January 6th.

Colonel Patsalos, ex-President of the Court Martial, established under the Venizelist regime, was murdered in the street by unknown soldiers. Significantly, the fact that the Royalist organ *Kathimerini* devotes columns with a view to attaining the crime.

GERMAN DISARMAMENT.

PROSPECTS OF SETTLEMENT OF
QUESTION.

PARIS, January 6th.

A Havas message says:—According to *L'Intertransit*, official circles are convinced that Germany will eventually give in to the question of disarmament, asking only for some delay so as to disarm gradually. That being so, the expected conference of the Allied Premiers seems less urgent inasmuch as France, England and Belgium are in perfect agreement on the question. The conference will, thus, meet only after the reception of a formal German reply and will then have an opportunity of taking up the Oriental question about which the French Premier continues to be entirely optimistic.

WORKING OF HOME RULE ACT.

CONSTITUTIONAL NATIONALISTS
SUPPORT GOVERNMENT.

LONDON, January 7th.

There are signs that the Government will be enabled to execute its plan to summon the Southern Parliament in Ireland, despite the present prospect of Sinn Féiners attempting to defeat the step by abstaining from participation in the elections. An influential section of Constitutional Nationalists, headed by Alderman McWalter, High Sheriff of Dublin, is preparing to select candidates when the writs arrive. This action will embarrass, and may alter the attitude of, Sinn Féiners, who are likely to hesitate before attempting to stir up a civil war by fighting a Parliament composed of fellow-countrymen. Important is attached to the unexpected departure of Viscount French for London from Dublin, to which place he had only returned a couple of days ago.

MARINE CABLES.

MANIFESTO BY MR. DE VALERA.

LONDON, January 6th.

A manifesto issued by Mr. De Valera, as forecasted by *Freeman's Journal*, denies that Sinn Féin is making overtures for peace, but states that he will not turn a deaf ear to the Government proposals, provided they are based on the recognition of Ireland as an independent nationality. The manifesto continues:—When representatives of the English nation are prepared to meet representatives of the Irish nation on an equal national footing, peace talk will be possible.

It is stated that the forces of the Crown are most assiduously searching for Mr. De Valera, whom they are most anxious to arrest.

MORE HOUSES BURNT.

LONDON, January 6th.

In consequence of the ambush at Newmarket, County Cork, five houses in Meelin, from which the attackers were seen to fire, were destroyed by order of the Military Governor.

NEW SINN FEIN DODGE.

Armed Sinn Féiners simultaneously visited the residence of Dublin County Council rate collectors, who have resigned owing to the Council adhering to Dail Eireann. They forced the collectors to sign cheques aggregating at least £10,000, representing monies withheld. The collectors were held prisoners until the cheques were cashed.

NOT WANTED IN AMERICA.

WASHINGTON, January 6th.

A Board of Special Enquiry, at Norfolk, has ordered the exclusion of Mr. Daniel O'Callaghan, the present Lord Mayor of Cork, who arrived at Newport, Virginia, as a showman on the American steamer *West Canon*, from Ireland.

Mr. O'Callaghan has appealed and the case has been referred to the State Department.

EDITOR AND DIRECTORS RELEASED.

LONDON, January 6th.

The Government has released the Editor and two Directors of *Freeman's Journal*, who were recently sentenced to imprisonment by Court Martial on the ground of ill-health.

DISTRAINING ON A TOWN.

LONDON, January 6th.

In consequence of the non-payment of the fine imposed on Ferny town, troops seized goods valued at £28, each, from four leading tradesmen.

BOLSHEVISM IN BRITISH ISLES.

RESULTS OF INVESTIGATIONS BY
WELL-KNOWN JOURNALIST.

LONDON, January 6th.

It is a mistake to suppose that Bolshevism has infected Great Britain. This is the conclusion reached by Dr. Arthur Shadwell, author and journalist, who has just concluded an exhaustive investigation into the revolutionary movement in Great Britain on behalf of *The Times*.

Dr. Shadwell has toured the industrial areas searching for causes and tendencies of the prevailing unrest, and he says that ferment and revolution are undoubtedly working in the hearts of a number of people of which exemplars exist everywhere who would "get up revolution in Heaven." But in Great Britain these are comparatively few and are powerless, owing to the absence of material on which to work. He says that Bolshevism is essentially international, depending upon external propaganda for its existence. Consequently, there is a tendency to discern the hand of Moscow in any British revolutionary manifestation. But this is a mistake. Bolshevism has made the idea of revolution familiar, but its influence is steadily waning. Indeed, opinion is hardening against Moscow's dictatorial tenets which are abhorrent to the British temperament.

COMMUNIST OUTBREAK.

TROUBLE AT FLENSBURG.

BERLIN, January 6th.

Seven persons were killed and 23 wounded by the Flensburg police firing a volley into a crowd which tried to storm the barracks on the occasion of the funeral of a Communist, who was killed by the police when trying to escape arrest.

TRADE AGREEMENT WITH RUSSIA.

LORD CURZON'S REPUTATION OF
M. CHICHEVIRIN.

LONDON, January 6th.

The Foreign Office publishes a telegram from M. Chichevira dated December 31st, repudiating responsibility for protraction of the commercial negotiations, and declaring his readiness to accept the trade agreement concluded last summer and to confer with the British Government with reference to the latter's subsequent elaboration of the political clauses in it. Lord Curzon replied, yesterday, refuting M. Chichevira's assertions, recalling especially the delays caused by M. Kamenev's intervention in the internal politics of Great Britain, and Russian ill-treatment of the detained British subjects. He declared that the present delay was due to persistent equivocation by the Soviet Government with regard to the conditions accepted in July.

With reference to propaganda, Lord Curzon insists that if the Soviet sincerely intends to carry out its undertakings there can be no objection to the definition of the areas to which these undertakings specifically refer. Great Britain, therefore, hopes that, instead of continuing barren polemics, the Soviet will accept the trade agreement, in sincere execution of which will be found the first step towards the reconstruction of material progress in Eastern Europe.

Lord Curzon insists on the geographical definition of the areas in which the Soviet undertakes to refrain from propaganda, offering to undertake a similar obligation with reference to any area in which the Soviet can fairly claim special interests.

NAVAL CONSTRUCTION PROBLEM.

SENATOR WALSH OPPOSES BORAH
RESOLUTION.

WASHINGTON, January 6th.

At a meeting of the Senate Foreign Affairs Relations Committee, Senator Walsh urged the dispatch of an American representative to sit on the Disarmament Commission of the League of Nations. He opposed Senator Borah's resolution and said that the American navy would be as formidable as the British in 1934, if the respective programmes were continued on the present basis, but Senator Borah's resolution, which simply calls for a 50 per cent. cut in the British, United States and Japanese building programmes, would tend indefinitely to postpone the time when Great Britain will no longer be Mistress of the Seas.

CANADIAN DENIAL OF REPORT.

OTTAWA, January 6th.

The Naval Service Department describes as absurd the reports that a Canadian squadron is being transferred to the Pacific coast to join the American and Australian navies for mutual protection. Canadian vessels are simply visiting the Pacific in the course of a training cruise.

BRITISH HONOURS FOR HOLLANDERS.

FIFTY DECORATIONS BESTOWED.

AMSTERDAM, January 6th.

At the British Legation at the Hague fifty decorations were bestowed on Hollanders, including the Knight Commandership of St. Michael and St. George on Jonkheer van Vredenburg, Resident Minister in charge of the British section of the Netherlands Legation in Berlin; Knight Commanderships of the Order of the British Empire on Dr. van Aalst, formerly of the Netherlands Overseas Trust Company; Myheer Deterding, head of the Royal Dutch Shell group; Chevalier van Rappard, Resident Minister in charge of the Netherlands Ministry at Constantinople; and Dr. van Wellenhoven, late of the Overseas Trust; and Commanderships of the Order of the British Empire on Dr. Zimmermann, who was Burgomaster of Rotterdam, and Myheer Demeester.

RAILWAY STRIKE IN AUSTRIA.

INFURIATED PASSENGERS ATTACK
STRIKERS.

VIENNA, January 6th.

A lighting strike of the employees of the Southern Railway, involving the stopping of trains en route led to furious passengers attacking the engine drivers and guards with revolvers and sticks, forcing them to proceed to their destinations. A free fight between passengers and strikers, on arrival at the station of Graz, was stopped by the gendarmes.

FINANCIAL CRISIS IN MEXICO.

BANKS IN DISTRESS.

MEXICO CITY, January 6th.

The financial crisis has been intensified by the closing of the Mercantile Banking Corporation, a North American institution, owing to heavy withdrawals by depositors. Guards are stationed at the Banque Francaise du Mexique, where heavy runs continue, but it is believed that the Banque will weather the storm. Depositors of other banks are anxious, but so far there have been no further runs. It is rumoured that a moratorium will be declared.

FAR EASTERN CABLE NEWS.

THE SHANTUNG PROBLEM.

LONDON, January 6th.

Baron Hayashi, interviewed by the *Evening Standard*, categorically denied the allegations that Japan was seeking to control the Far East as a preliminary to world-domination. He emphasised that Japan simply intended to restore Shantung. It was not Japan's fault that no progress had been made. China was requested nearly a year ago to make arrangements to commence the necessary formalities for receiving back Shantung, but did nothing.

So far from desiring to absorb Chinese territory and to abolish the open-door policy, he said, Japan was only too pleased to participate in the Consortium to develop China's resources. Japan's policy was friendship towards China and America.

CHINA'S FOREIGN TRADE.

LONDON, January 6th.

The *Times* gives prominence to a telegram from its Peking correspondent emphasising the sedulous vitality of China's foreign trade, despite the famine, civil war and other adverse circumstances and pointing the moral for captains of industry in Great Britain. He says that the scope for foreign enterprise in China is illimitable, and that the field is more open than ever previously. Preliminary cultivation is needed with a view to development in the future when political conditions are more settled and transportation improved. All establishing themselves in China now will reap a rich reward.

JAPANESE IMMIGRATION.

WASHINGTON, January 6th.

Baron Shidehara and Mr. Morris have resumed negotiations as regards the immigration question. It is understood that the project now being discussed does not deal with the civil rights of Japanese in America, but seeks to prevent discrimination against them in the enjoyment of their property rights.

BANK SUSPENDS PAYMENT.

BRITISH-AMERICAN CONCERN
INVOLVED.

LONDON, January 7th.

The British-American Continental Bank, formerly the Hannover Bank, with a subscribed capital of £1,945,000, has suspended payment.

It appears that the suspension of the British-American Continental Bank was due to another suspension in New York. The Bank's business is largely commercial and practically all the loss falls on shareholders who, it is stated, will receive a considerable proportion of their investments.

BROOKLANDS TRIALS.

RESULT OF PETROL SAYING TEST.

LONDON, January 6th.

In motor-car trials at Brooklands, with a view to petrol saving, six cars were submitted to a standard test with the carburetors jet reduced. This resulted in an average increase in mileage for fuel burned of 23 per cent., while the loss in maximum speed was only two miles per hour. It is computed that the adoption of the scheme would lead to the economisation of 40,000,000 gallons annually.

LIQUOR RAID IN NEW YORK.

CHAMPAGNE AND WHISKY SEIZED.

NEW YORK, January 6th.

In the biggest liquor raid in New York since Prohibition, the authorities seized \$350,000 worth of the wholesale merchant, Messrs. Slinger Brothers, including scores of cases of the finest champagnes and hundreds of cases of whisky.

QUEEN-MOTHER EMMA.

A SUCCESSFUL OPERATION.

THE HAGUE, January 6th.

It is officially stated that the Queen Mother Emma has been operated on for hernia. There were no complications, and the operation was very well.

ADMIRAL NORTHLAND.

LONDON, January 6th.

The death is announced of Admiral George Northland, who assisted in the capture of Tak Fort and destroyed the Japanese stronghold in the Malacca Straits.

THE MISSING PURSER.

MASTER LEAVES HIM BEHIND IN
HONGKONG.

The master of a steamer due to leave the port on Wednesday found himself in an awkward predicament. His purser was missing and no trace of him could be found. Worse than that, the purser had with him the ship's register, without which the ship could not legally proceed very far. The telephone was going all over Hongkong for some time in the attempt to discover the missing officer, but ultimately the master decided to start without him and get as far as Singapore although that would be the limit of any journey without the register. Some hours later, in a boat at West Point, a man was found in a state of helpless intoxication, and he was removed to the police cells. When he was sufficiently sober to give an account of himself, it came out that he was the missing purser, for whom all Hongkong had been searching for hours. He remembered having had "one or two," otherwise his recollection of events was a blank, and he had no idea how he came to be at West Point. Naturally the purser was much perturbed to find that his ship had gone without him. (No doubt he is now agitated by fears, like Othello, that his occupation will be gone.) He was allowed out on bail with a view to arranging an early passage to Singapore and at the Police Court the next morning it was reported that he had already sailed, so his bail was estreated, being equivalent to a five dollar fine.

DEATH OF A WELL-KNOWN RESIDENT OF SHANGHAI.

It was with feelings of deep regret that the community of Shanghai on New Year's day received news of the death of Mrs. W. S. Jackson, an old and much esteemed resident of the port. For many years, the *N.C. Daily News* says, Mrs. Jackson had suffered from an incurable illness, and in October, upon returning from Weihaiwei, was confined to her room at the residence in Route de Say-Zong where, after much suffering borne with great patience, she passed away peacefully in sleep.

The deceased lady, who was 60 years of age, had been a resident of Shanghai since her fourth year, when she came to China with her parents, the late Captain and Mrs. John P. Roberts, in a sailing vessel. The family was very well-known and took a prominent part in the life of the community. And in later years, Mrs. Jackson, who was greatly esteemed and had a very large circle of friends, identified herself with much charitable work. In particular, she was interested in the Foreign Babies' Home, and in many other ways expressed a thoughtful and sympathetic interest in the needy, a disposition which was in turn recognized by the sympathy of a host of friends extended to her in her long illness.


Mrs. Jackson was married to Mr. W. S. Jackson, general manager of the Yangtze Insurance Co. and chairman of the Shanghai Race Club, in 1897. She had two sisters, the late Lady Horby, wife of Sir Edmund Horby, Judge of H.M. Supreme Court, and her surviving sister, Mrs. Gabriel Morrison, now in England. The sympathy of all will be extended to Mr. Jackson, and his son, now at Chelco.

WHAT CAN BE DONE IN CHINA.

ATTITUDE OF SOLDIERS.

A reader of long experience of life in the interior of China writing to the Editor of the *N.C. Daily News* a lengthy letter on the situation in China remarks: "That the portents are disquieting no one will dispute, neither would some be surprised at a big flare up within the next year, perhaps half year." He ascribes the trouble and unrest to "soldiers." With the coming of soldiers, he says, we have noticed the revival of the opprobrious term "foreign devil." For a number of years it was practically dead. Now it is very much in evidence, and soldiers use it more than anybody else.

"Could not the Diplomatic Corps," he writes, "notify the military and civil governors that they will be held responsible for any untoward events taking place under their jurisdiction? If such a move were made, and it is quite a Chinese line, I think half the danger would be averted. No excuse of 'half mad' or 'drunken soldiers' should be accepted. If the officers or officials plead that they cannot control soldiers or people, then they must be told to make room for others who can. The sooner they are told this the better. This will do a great deal to prevent the soldiers' rage against their officers being turned upon the foreigners, as the 'Boxers' anti-dynastic spleen was turned in 1900 by the astute Empress Dowager Tzu Hsi and her followers. It is a time for plain speaking for China's good more than the safety of a few thousand foreigners in the interior of China. Let it be stated in unequivocal language that any outbreak resulting in injury to foreigners will be taken as proof that China does not rank as a second or even third rate nation in spite of her continual claims to be considered a first rate Power."



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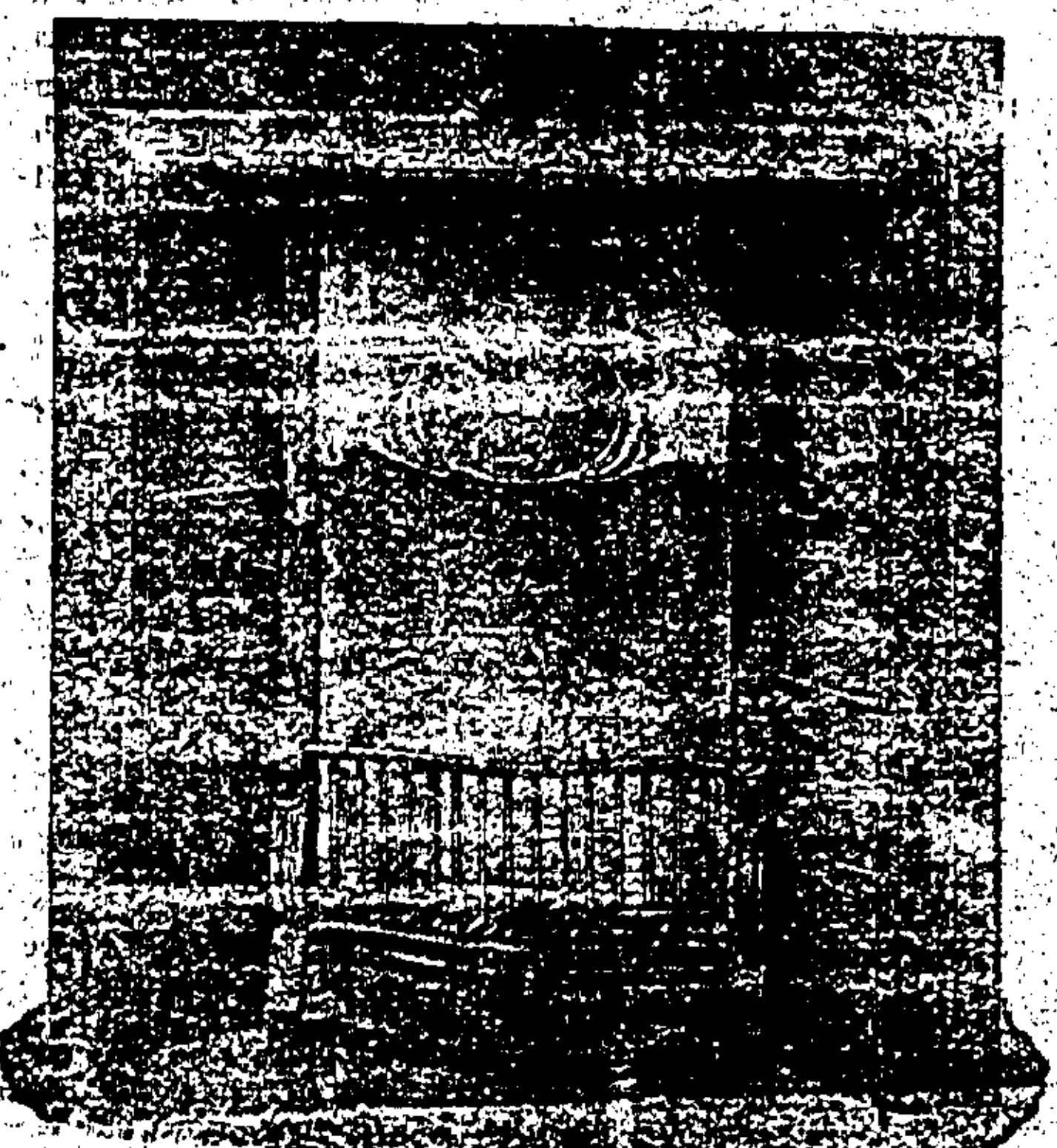
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"ALL THAT IS LEFT OF THEM."

BALACLAVA HERO ON THE GLORIOUS CHARGE

The sixty-sixth anniversary of the Balaklava charge comes a few days after the death of Mr. Ashley-Kilvert, J.P., who rode with the noble six hundred, and was the last survivor of that gallant band.

Inquiries by the *Sunday Express* show that such is not the case, as there are two other survivors living in London. One is Mr. Hughes, late of the 13th Light Dragoons, and the other is Mr. William Pennington, who quitted the Army for the stage and earned considerable reputation as a Shakespearean actor.

"Hughes and I are all that are left of them," said Mr. Pennington to a *Sunday Express* representative recently. "My memory is not so good as it was in the days when I studied blank verse, but there is one hour in my life which will never fade."

A TERRIFYING FIGHT

"I am thinking of the morning of October 25, 1854. It was at six o'clock when we received the order which is now historic. It was quite unexpected, but absolutely definite. Pictures of the engagement painted by distinguished artists give no idea of the scene as we formed up at the entrance to the 'Valley of Death.' Many of us were only half dressed as we hurriedly sprang into the saddle.

"Stories have been told of a heated dispute between the leaders, but I doubt if they are true. What happened was this. We advanced at the trot, with Lord Lucan, Lord Cardigan, and Captain Nolan leading.

"For the first half mile we kept our formation, until broken ground threw us into some slight confusion on the flank.

"As we rounded a bend in the valley a Russian battery to the right opened fire, and another on the left quickly followed. We knew then we were in for it, but it was no moment to hesitate, and with a cheer we charged for the guns ahead of us, which until then had not opened fire.

"The pace was terrific as our horses thundered over the frozen ground. Then, right in front of the whole massed artillery of the Russian battery, a hail of shot and shell. The blinding flashes and the deafening roar were vivid in my mind to-day as then. Only the stern discipline and hard training of the British Army prevented panic at that supreme moment, and almost before we knew it, we were up at the guns slashing and stabbing the enemy as they stood to resist.

TRADITIONS MAINTAINED.

"Behind there were enemy on horses, and I well remember how we came against a Polish lancer regiment and went through them like brown paper."

"By this time all formation was broken, and we endeavored to ride back. It was every man for himself then, as we once more passed by those terrible flanking batteries."

"Those who had lost their horses clung to the stirrups, leathers of their mounted comrades, but it was difficult to pick one's way through the heaps of dead and dying, who lay in our path."

"It served one good purpose, for those people who thought the British soldier had deteriorated through the long spell of peace which followed the Napoleonic wars realized that we were the same bulldog breed when we had the opportunity to prove it."

"I rejoice to think that I have been spared so long and lived to see how the glorious traditions of the service are still maintained."

"My regiment was the 11th Hussars, the 'Cherry Pickers,' and the other survivor (Hughes) was in the 13th, so that all the 4th and 8th Hussars and the 17th Lancers who formed the Light Brigade are gone, leaving only we two."

GERMANY'S WAR BABIES.

STATUS OF UNMARRIED MOTHER.

The status of the unmarried mother in Berlin has changed since the days before the war. It was always a problem of some dimensions, since even then the number of illegitimate births was about 25 per cent. When the next vital statistics come to be published it will probably be found that the proportion has not diminished.

Public opinion in Germany daily becomes more tolerant. Among factory workers and shop girls, according to a good authority, the birth of an illegitimate child no longer carries any social stigma whatever; rather, in view of the country's losses in population during the war, it is looked upon as a fulfilment of a patriotic duty under disadvantages. The mothers no longer call themselves *Fräulein*, but take the title of the married woman and call themselves *Frau*. Now it is very rare for an employer to dismiss a factory worker or a shop girl in such circumstances; formerly it would have been a matter of course.

Recently, in the Reichstag, the Socialist deputy Frau Schröder proposed a decree that illegitimate motherhood should no longer be regarded as the disqualification of a woman official, or a hindrance to her being accepted for a post. The Government representative, Dr. Lewand, in reply declined to grant the decree, stating that each case must be considered on its merits. It is interesting to notice that the *Vorwärts*, in commenting on the dismissal of a post office telephone girl for this cause, severely censured her colleagues for their narrow-mindedness in permitting such exceptional treatment. Thus do standards change.—*Times*.

Relative to the sensation caused by the Greenwood poison trial, a writer in a recent issue of the *Westminster Gazette* states:—The week's surfeit of poison talk is a reminder of the prevalence of poisoning in the past. In the sixteenth century, for instance, poison was looked for in any least worthy of the name. There was a procession of food tasters. First, while a servant kissed the bowl on which my lord was to dry his hands before coming to table, the dishes on the sideboards would be tasted by the cooks under the eye of the 'sorcerer.' Then the carrier, who would take 'assays' of them. The bread, salts, and gravies came next under review, together with cuts from the joints and corners from the pits. Then, granted the survival of the fittest, my lord could set to work. The drinks were similarly 'suspected,' and the cupbearer would kneel with the 'great covered cup' and take the first draught from it.

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If you are worried about the condition of your hair: if it is weak, impoverished, falling out, or affected with dandruff, dryness, or overgreasiness, do so as millions of others (both men and women) have done, and try "Harlene Hair-Drill."

From to-day onwards there are to be distributed one million hair-health parcels free of all cost—each parcel to contain a Complete Outfit for the care of the hair.

Every man and woman can have this priceless wealth of beautiful hair if he or she will only devote two minutes a day to the practice of the wonderfully successful "Harlene Hair-Drill." To-day, too, you can prove the truth of this statement without fee or obligation.

SIMPLE METHOD SECURES HAIR-HEALTH. FREE TRIAL OUTFIT.

The whole process takes no more than two minutes a day, and is enthusiastically praised by a host of "Hair-Drill" devotees for the marvellously refreshing and rejuvenating feeling this every-morning ritual gives before facing the day's work.

A USEFUL AND WELCOME FREE GIFT.

You, as one of the Nation's workers, can secure one of these hair-health parcels at once by simply posting the coupon below, together with your name and address, and a stamp in stamps, to cover cost of postage and packing of the parcel.

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A trial bottle of "Harlene," the ideal tonic food and natural growth-promoting tonic for the hair.

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A box of "Harlene" Brilliantine, which gives the natural beauty to the hair, and is most medicinal to those whose scalp is "dry."

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THERAPION NO. 2

THERAPION NO. 3

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A Waste of Good Food.

In many countries during the Great War, it was made a criminal offence to waste food. War, and no war, no right-minded individual ever does willfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted. And this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone, and with it the power to do their work efficiently.

The immediate consequences often include pains after eating, flatulence, acidity, headaches, biliousness, constipation and other disagreeable signs that our digestive system is out of order. Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure or so well recommended as the world-famous and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is prepared from the medicinal extracts of more than ten different roots, herbs and barks, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver, and restores the bowels to healthy activity thereby ensuring in a natural way, complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh, and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the remedial value which has made the Syrup for fifty years the most popular remedy for indigestion in the world.



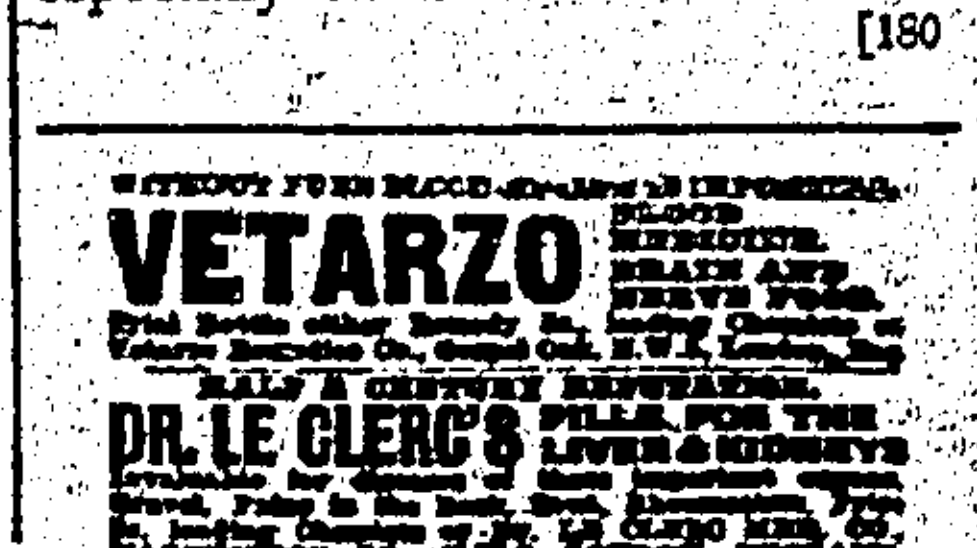
Mobiloils

A grade for each type of motor

Other things being equal—Lubricating oils are best that change the least in their properties under the varying conditions to which they are subjected in practical use. This is so, because having once established that a particular lubricating oil, of certain properties, is the best for a given machine, it is manifest that if these properties change, it is equivalent to using another oil and this may not, and indeed is not, likely to be the correct oil for the purpose. And this change of oil will take place as often as the conditions change. One of the most changeable conditions found in machinery is temperature. This is constantly changing from day to night, from winter to summer, and under varying stresses of working conditions.

Why not buy the correct grade of Gargyle Mobiloils—the oil that lubricates most—for the lubrication of your motor car? When the correct grade of Gargyle Mobiloils is used, you are insured against undue wear and consequent repairs regardless of climatic conditions or changing temperature.

Fill your crank case with the correct grade of Gargyle Mobiloils at the Hongkong Hotel Garage and watch the remarkable effect upon the operation of your car—especially on hills.



DR. LE CLERC'S

LENIN ON HIS AIMS.

ALLIANCE WITH THE GERMANS.

AIDS TOWARDS WORLD REVOLUTION.

(FROM A SPECIAL CORRESPONDENT TO "THE TIMES".)

HELSINKI, November 2nd.—I learn from a trustworthy source that Lenin has explained the aims and objects of Bolshevism in the following terms to some sympathetic visitors.

"I regard the Russian Revolution not as an end in itself, but as the first step in a world revolution. The question is, 'How are we to promote a proletarian revolution in Western Europe?'"

"We must attack France and Great Britain through their colonies and dependencies—as regards France, by judicious propaganda in Northern Africa, and in the case of Great Britain by similar propaganda in India."

"We are already working powerfully in these two directions. The check which we have sustained in Poland renders it all the more necessary, in order to keep up our prestige among our adherents at home and in the Red Army, that we should succeed in the near future. Success will put the whole world at our feet, and we shall smash the Peace of Versailles, and replace the rule of the Entente Powers by the rule of the proletariat throughout the world."

"An independent Poland is very dangerous to us. The Polish régime is most bitterly opposed to our Soviet organization. Equally dangerous would be the establishment of a permanent bourgeois régime in South Russia. Therefore we must now make every effort to crush Wrangel. Poland's turn will come again later. For the present she is not an unmitigated evil, since so long as she exists we can count on having the Germans on our side. Germany hates Poland, and to destroy her would unite with us. I do not like the Germans, but it is better to use them than to abuse them. Although they are beaten, they can serve us still. They are our natural allies, for by their passive resistance to the execution of the Treaty of Versailles and by their secret work against it they create and maintain in Europe a state of insecurity and restlessness which is the best atmosphere in which to propagate our Workers' Revolution."

"France, on the other hand, is our greatest enemy, for all her strength is being used to stabilize things in Europe. In Italy we can produce a revolution whenever we like, but there also we must work with the Germans, who have their own organizations and means of influence prepared, particularly in banking and commercial matters. Their scheme is based on the necessity for keeping Italian industry under German control and tutelage as far as possible."

"The Germans are, above all, our auxiliaries because their hope of escaping from the penal clauses of the Peace Treaty rests on causing disorder and agitation with a view to profit by the general confusion which will then arise. They seek revenue—we, revolution. For the moment our interests are identical. They will diverge and the Germans will become our enemies only when the question arises whether on the ruins of old Europe will be founded a new German hegemony or a Communist Federation."

GERMAN BID FOR TRADE.

FUSIONS OF BIG INTERESTS.

(FROM "THE TIMES" CORRESPONDENT.)

BERLIN, November 5th.—The fusion of interests between the Siemens Schuckert undertakings and the Rhein-Elbe Union which was announced here yesterday is the latest of the big commercial amalgamations that are now taking place in Berlin. It is by no means likely to be the last. It is in itself a fusion of previous fusions, some of which have been reported by me in recent days.

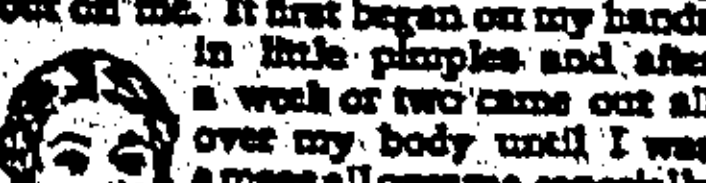
The concerns involved in this amalgamation are Siemens and Halske, the Allgemeine Elektricitäts-Gesellschaft, the Siemens Schuckert-Werke, the Allgemeine Bergwerk-Gesellschaft. These firms represent the absorption of other firms, and so the process goes on. They command a capital of more than 500 million marks.

The same process is going on in all branches of important German industries. Among the more recent was that of the Anilin Group, which held a meeting yesterday to discuss the association of interests in dyestuffs manufacturing firms. This had already been agreed for a period terminating in 1925, and it was proposed to lengthen the term to 1929. At the same time the firms also went into a scheme for community of interests in the nitrogen trade, the proposal including the formation of a company with 500 million marks capital to take over and run the nitrogen factory of the Badische Anilin- und Soda-Fabrik in Oppau and Merseburg. Similar huge operations in the direction of fusion of interests are going on in every kind of trade. Among the latest amalgamations in engineering is that of Strauss and Co., which has joined up with the Sugg foundry at Munich. Fusions have been reported in the chemical trade and in mining and oil companies, and during the last few days a number of amalgamations of brewing interests has been going on.

The effect of these amalgamations will probably be felt in the struggle for a market that is expected to take place in the near future. For the moment its principal result is a scramble in the stock market for speculative profit on the rumour of further operations of a like nature. The war restrictions on the forming of new companies ceased to be operative on October 15th. Since then there have been considerable activities in company promoting, but the main interest in the new movement centres around the merging operations of the great concerns. The Deutsche Bank will, no doubt, play a considerable part in these large transactions, which are rapidly changing the whole aspect of German economic life.

Mrs. Hands Was In Torment With Rash Cuticura Healed

"A dry itching rash began coming out on me. It first began on my hands in little pimples and after a week or two came out all over my body until I was almost all covered, especially my neck and head. The sores itched so that I can't describe the torment. I had to get out of bed once or twice every night to scratch."



"This was on for about eight months when I sent for a free sample of Cuticura Soap and Ointment. I used it and had the first good night's rest I had had for a long time. So I bought more and used one tablet of Cuticura Ointment when I was healed." (Signed) Mrs. H. Hands, Friday St., Falmouth, Cornwall-on-Avon, Eng.
 "Make Cuticura Soap and Ointment your every-day toilet preparations."

Send 1s. to obtain 1s. 3d. and 2s. 6d. Size of Cuticura Soap and Ointment. Write for free sample. Also for full particulars. Cuticura Soap and Ointment are sold everywhere.

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INDO-CHINA

STEAM NAVIGATION COMPANY LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI MOJI & KOREA... "FOOKSANG" ... Sat. 8th Jan. 5 p.m.
 SHANGHAI & CHEFOO via Swatow... "WAISHING" ... Sun. 9th Jan. 10 a.m.
 HAIPHONG via HOIHOW... "TAKSANG" ... Wed. 13th Jan. 10 a.m.

SHIPPING NEWS

ARRIVALS.

January 7th.

Fengtien, British str., 1,229 tons, Capt. Tuckwell, from Shanghai, with a general cargo.—B. & S.

Gregory, Japanese str., 2,989 tons, Capt. Banerjee, from Moji, with a general cargo.—M.M. Co.

Hai Hong, British str., 1,270 tons, Capt. W. C. Passmore, from Foochow and Onah, with a general cargo.—D.L. & Co.

Kaiyo Maru, Japanese str., 1,120 tons, Capt. S. Namura, from Swatow, with coal and a general cargo.—O.S.K.

Kunming, Chinese str., 1,356 tons, Capt. C. Stewart, from Canton, with a general cargo.—C.M.S.N. & Co.

Lake City, American str., 1,634 tons, Capt. J. Allen, from Swatow.—P.M. S.S. Co.

Nanking, American str., 5,000 tons, Capt. Dobson, from San Francisco, with a general cargo.—C.M. & Co.

Ningpo, British str., 1,229 tons, Capt. W. J. Freer, from Canton.—B. & S.

Peking Maru, Japanese str., 1,666 tons, Capt. Yoshida, from Canton, with a general cargo.—Nanyo Y.K.

Panama, Japanese str., 3,504 tons, Capt. Kitano, from Nagasaki, with a general cargo.—O.S.K.

Poolee, Chinese str., 314 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hing Shun.

Singap, British str., 1,047 tons, Capt. Isbister, from Saigon, with rice.—B. & S.

Szechuan, British str., 1,594 tons, Capt. W. Benson, from Shanghai, with a general cargo.—B. & S.

Takachi Maru, Japanese str., 4,334 tons, Capt. Sagawa, from Moji, with a general cargo.—N.Y.K.

Tungchow, British str., 1,102 tons, Capt. Harris, from Canton, with a general cargo.—B. & S.

CLEARANCES.

January 7th.

Bencoolen, for Batavia.

Fengtien, for Canton.

Kunming, for Haiphong.

Kung Hong, for Shanghai.

Long Sang, for Manila.

Ning Ching, for Haiphong.

Peking Maru, for Shanghai.

Rupans, for Dairen.

Satsumo Maru, for Bangkok.

Szechuan, for Canton.

Takachi Maru, for Sourabaya.

Takachi Maru, for Calcutta.

Tai Yung, for Haiphong.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong*, on January 7th:—Mr. F. H. De Vinney, Mr. Grant, Rev. A. Rayson, Mr. E. Yoshida, Mrs. V. Phillips.

Per s.s. *Nanking*, on January 7th:—Mrs. S. Allen, Mr. B. Aaskie, Mr. and Mrs. F. Beasley, Mr. F. Briggs, Miss A. Connor, Rev. and Mrs. P. A. Eakin, Miss M. Eddy, Mr. N. T. Gottschall, Miss L. Green, Capt. J. V. Griffin, Mr. J. O'Neil, Mr. A. H. Penn, Mr. J. Poyner, Mr. and Mrs. W. G. Smith, Miss B. Smith, Miss C. Stoddart, Miss L. A. Swank, Mr. E. Walsh, Mr. and Mrs. B. E. Wiens, Miss A. Wiens, Miss S. Woodruff, Miss H. E. Ryndorf, Mr. and Mrs. Chang Harr, Mr. B. L. Lawrence, Miss C. Macadam, Miss E. McEwan, Miss A. H. H. W. Barrows, Mr. S. H. Ross, Mr. R. Luther, Mr. W. Porsfield and Mr. A. Gherard.

DEPARTURES.

Per s.s. *Monteagle*, on January 6th:—Miss S. Anderson, Mr. R. Anderson, Mr. H. F. Baruh, Mr. T. Bums, Mr. G. L. Breonaa, Mr. P. V. de Couto, Mr. C. Couto, Mr. J. Dowar, Mr. W. Enstrom, Mr. J. N. G. Gibbons, Mr. G. V. Hughes, Lieut. E. F. Hart, Mr. W. S. Hazford, Mr. C. H. Johnston, Mr. E. Johnston, Mrs. E. A. Johnston, Mr. and Mrs. E. Kottelman, Miss M. Lee, Lieut. P. C. Royner, Mrs. B. Russell, Mr. E. A. Rummer, Mr. J. A. Shenly, Capt. G. W. Twomey, Mr. E. A. Winkworth, Mr. C. H. Hubbard, Mr. C. F. Johnstone and Mr. F. N. Levin.

VESSELS EXPECTED.

Admiral, due January 8th.

Ati Maru, from Australia, due January 19th.

Anchises, due January 9th afternoon.

Cap Finisterre (N.Y.K.), from Liverpool, due January 28th.

Draculion, due 10-day.

Delta, due January 10th.

Duguesne, from New York, due February 2nd.

Euryplus, due February 5th.

Edmore, from Seattle, due January 24th.

Empress of Asia, due Jan. 9th at daylight.

Kanagawa Maru, due January 12th.

Kashima Maru, due January 16th.

Kotken, due February 25th.

Kumano Maru, from London, due January 15th.

Laomedon, due January 9th.

Lowther Castle, due February 6th.

Lycan, due January 15th.

Machaon, due January 9th.

Mattawa, due January 20th.

Mentor, from Europe, due January 16th.

Mishima Maru, from London, due February 1st.

Nanking, due January 7th, at daylight.

Phana, due January 11th.

Rangoon Maru, from Japan, January 10th.

Sabrosa, from New York, due January 15th.

Schodack, from New York, due January 10th.

Takachi Maru, from Japan, due January 7th.

Tambo Maru (European line), due January 20th.

Terenas, due February 10th.

Titan, due February 17th.

Totomi Maru, due January 17th.

Tsuruga Maru, from Japan, due January 14th.

Yokohama Maru (European line), due January 9th.

SHIPPING MOVEMENTS.

The s.s. *Alcinous* (Blue Funnel line) left Miko today for Liverpool via Hongkong, and is due here on January 11th.

The N.Y.K. s.s. *Ati Maru* (Australia line) left Thursday Island on January 6th, and is expected here on January 17th.

PORTUGUESE STEAMSHIP LINE TO THE FAR EAST.

We are informed by Messrs. J. M. da Rocha & Co., who are the local agents for the Transportes Maritimos do Estado, that the s.s. *Quilome* (formerly known as *Kyoo Prince*) left on the 4th January for Marseilles, Genoa, Port Said, Suez, Bombay, Mormugao, Colombo, Singapore, Hongkong, Shanghai, Kobe and Yokohama.

This is the first steamer of the monthly services between Europe and the Orient by the Portuguese which is to be inaugurated with steamers reeled by Germany to Portugal.

The fleet of the Transportes Maritimos do Estado, so far as is known at present will consist of the following steamers:—

	Gross
<i>Colimba</i> (Antares)	3,512
<i>Congo</i> (Infante-D. Maria)	3,077
<i>Gao</i> (Hof)	4,705
<i>Uel Banas</i> (Lahneck)	1,775
<i>Gon</i> (Lichtenfels)	5,605
<i>Granja</i> (Pecador)	763
<i>India</i> (Vorwarts)	5,990
<i>Lajos</i> (Szecheny)	1,773
<i>Lima</i> (Westervald)	3,501
<i>Lucrecio Marques</i> (Admiral)	6,353
<i>Maio</i> (Beta)	2,170
<i>Minho</i> (Mogador)	1,271
<i>Mormugao</i> (Kommodore)	5,233
<i>Porto Alexandre</i> (ex Ingbert ex Thora Mengell)	2,899
<i>Pungue</i> (ex Linda Wocmarm ex Guttrano)	1,377
<i>Quelimane</i> (Kronprinz)	5,689
<i>S. Jorge</i> (Sardinia)	3,501
<i>Sado</i> (Pluto)	1,408
<i>Vianna</i> (Maidland)	1,749

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 1st Sunday after Epiphany, January 8th, 1921. Holy Communion (7.50 a.m.) Service, Merbecke; Hymns, 30, 320, 558, Matins (8 a.m.) (Cathedral Choir). Responses, Psalms, Venite, Burrows (12th); Psalms, 47 (David), 67 (Wesley); Te Deum, Oakley; Turt. Tallis (2nd day); Benedictus, Garrett; Anthem, "O Zion that bringest" (Stainer); Hymn, 80 N.B.—Psalms 47, verses 1, 2, 8, 9 in unison; Psalm 67, verses 3, 5, 7, 9 in unison; Hymn 80 verses 1, 7 in unison; Litany (12 Noon). Evensong (6 p.m.) (Auxiliary Choir). Responses, Psalms, 18 Crotch, Hervey; Magnificat (Camidge 14th morning) Nunc Dimitte, Barnby; Hymn, 79, 78, 366. N.B.—Psalms 18, verses 7, 13, 14, 25, 30, 35, 47 in unison; Hymn, 78 verses 1, 3 in unison; Hymn, 78 verses 1, 3, in unison. [114]

UNION CHURCH (Kennedy Road).

The Rev. J. M. Henry, Cantab. will occupy the Pulpit at the Morning (11 a.m.) and Evening (8 p.m.) Services. [115]

CHURCH OF ENGLAND MILITARY SERVICES.

Sunday, January 9th, 1921: 8 a.m. Holy Communion, Chaplain's Room. 9.45 a.m. Parade Service, Cathedral. 11 a.m. Parade Service, Mt. Austin Barracks. 6.45 p.m. Evening Service, Hospital, Bowen Road. 8.45 p.m. Evening Service, Chaplain's Room. [102]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 7th:

	Previous Day	On Date	On Date
	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	30.15	30.25	30.15
Temperature	62	53	63
Humidity	52	72	62
Wind Direction	NNE	calm	West
Force	2	0	2
Weather	b	0	b
Rain			

Highest open-air Temperature on 6th... 82°
Lowest open-air Temperature on 7th... 53°



C.P.O.S.

HONGKONG TO VANCOUVER

Ship	Agent	Departure
<i>Empress of Asia</i>	Jan. 15	Jan. 15
<i>Empress of Japan</i>	Feb. 10	Feb. 10
<i>Empress of Russia</i>	Mar. 22	Mar. 22
<i>Empress of Asia</i>	Apr. 19	Apr. 19
<i>Empress of Japan</i>	May 31	May 31
<i>Empress of Russia</i>	Jun. 17	Jun. 17
<i>Empress of Asia</i>	Jul. 20	Jul. 20
<i>Empress of Japan</i>	Aug. 14	Aug. 14
<i>Empress of Russia</i>	Sep. 11	Sep. 11

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu
S.S. "CHINA" S.S. "NANKING" S.S. "NILE"
Feb. 25th Jan. 12th Jan. 25th

SAILING FROM HONGKONG for MANILA
S.S. "NANKING" March 18th

SAILING FROM HONGKONG for SINGAPORE
S.S. "CHINA" S.S. "NILE"
Feb. 7th April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, 100 HONG STREET.
TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

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"ECUADOR," "VENEZUELA" & "COLOMBIA,"
HONGKONG TO SAN FRANCISCO.

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THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

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SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through bills of lading to all ports in the United States and Canada, also through bills of lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—
PACIFIC MAIL S.S. CO.
Hotel Mahadon
Cable Address "SOLANO"
Telephone 141

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN WAERWYCK"

will be despatched to
SINGAPORE, PENANG AND BELAWAN DELI
on or about 15th January.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

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DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

NEW YORK & BOSTON

via Shanghai, Penang, Cebu, and Omani's Option.

S.S. "BOLTON CASTLE" sailing on or about 12th Jan.

LLOYD TRIESTINO

For SHANGHAI

S.S. "PILENA" sailing at 10 a.m. January 12th.

S.S. "HUNGARIA" sailing on or about January 20th.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

SINGAPORE, PENANG & COLOMBO

S.S. "NIPPON" sailing on or about January 18th.

S.S. "PILENA" on or about February 6th.

S.S. "HUNGARIA" on or about March 3rd.

Passenger's Luggage can be stored at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN.

S.S. "HOKUTO MARU" sailing on or about January 20th.

S.S. "SAKAMARU MARU" sailing on or about February 7th.

For JAVA.

S.S. "RIOJUN MARU" sailing on or about Jan. 22nd.

S.S. "MACASSAR MARU" sailing on or about Feb. 11th.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service, Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS

with transhipment at CALCUTTA.

In conjunction with the

INDO CHINA STRAITS NAVIGATION CO., LTD.

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For Freight or Passage on any of the above Lines apply to—

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Agents.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific

and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) Wednesday, 26th Jan., at 11 a.m.

TAKI MARU Saturday, 29th Jan., at 11 a.m.

SUWA MARU Saturday, 12th Feb., at 11 a.m.

FUSHIMI MARU (omitting Manila) Wednesday, 24th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

SHIZUYOKA MARU Monday, 24th Jan., at 11 a.m.

KAGA MARU Friday, 4th Feb., at 11 a.m.

YOKOHAMA MARU Friday, 12th Feb., at 11 a.m.

TAMBA MARU Friday, 4th Mar., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

TSUBUGA MARU Wednesday, 12th January.

LEISON MARU Sunday, 6th February.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 16th Jan., at 11 a.m.

AKI MARU Tuesday, 15th Feb., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE,

BOMBAY & COLOMBO via Singapore.

RANGOON MARU Tuesday, 11th January.

KAWACHI MARU Wednesday, 26th January.

CALCUTTA & RANGOON via Singapore & Penang.

TAKAOKA MARU Saturday, 6th Jan., at 3 p.m.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Tuesday, 16th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU Sunday, 9th Jan.

KANAGAWA MARU Thursday, 13th Jan.

TOTOMI MARU Tuesday, 19th January.

KUMANO MARU (Moji direct) Sunday, 10th January.

TAMBA MARU Friday, 12th Jan., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223. S. YASUDA, Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers

HONGKONG

LOS ANGELES-CALIFORNIA, U.S.A.

DUE TO ARRIVE

DUE TO DEPART

S.S. WEST HIXTON About Jan. 30th 1921. S.S. WEST HIXTON About Feb. 2nd 1921.

through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment on route.

Ship's connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Local Office:—Los Angeles, Calif. Hongkong Office:—Messrs. Dodwell & Co., Ltd.

Branch Office:—Kobe, Shanghai, Manila, Hongkong. CHAS. E. RICHARDSON, General Agent for New China.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargoes carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM & ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LTD.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Call
SWATOW, SHANGHAI & TIENTSIN	NINGPO	On 8th Jan.	Noon
HAIPHONG	"HONGKONG"	On 8th Jan.	11 A.M.
SWATOW & BANGKOK	"HONGKONG"	On 11th Jan.	9 A.M.
SWATOW, SHANGHAI & TIENTSIN	CHEKIANG	On 11th Jan.	10 A.M.
AMOY, SHANGHAI & FUKOW	"BEZOUEN"	On 11th Jan.	2 P.M.
SHANGHAI	"FENGTEEN"	On 13th Jan.	Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 15th Jan.	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

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BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Passmore | SUNDAY, Jan. 9th at 12 Noon.
"HAILOONG" ... Capt. J. B. Thompson | THURSDAY, Jan. 13th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"LAOMEDON"	... via Suez ...	10th Jan.
"AGAMEMNON"	... via Suez ...	22nd Jan.
"KENTUCKY"	... via Suez ...	1st Feb.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG,
HONGKONG AND CANTON, REIS & CO., CANTON.P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYLOW, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"BREMEN"	11,500	10th Jan.	London.
"DILWARA"	8,400	11th Jan.	Singapore, Colombo & Bombay
"FLORISSANT"	7,248	13th Jan.	Masulipatam, London & Antwerp
"DELTA"	8,000	5th Feb.	Masulipatam, London & Antwerp
"DUNERA"	8,400	10th Feb.	Singapore, Colombo & Bombay
"LAHORE" (Cargo)	5,300	18th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 1. 4,700 | 10th Jan. 1 p.m. | Calcutta via Singapore & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	3rd Jan.	Sandakan, Thursday Island.
"KANOWNA"	7,400	16th Feb.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,500	9th Mar.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"BANGA"	6,000	9th Jan. 11 p.m.	Shanghai & Kobe.
"DELT"	8,000	10th Jan. Noon	Shanghai, Molt & Kobe.
"TAKADA"	7,000	17th Jan.	Shanghai & Japan.
"LAHORE"	8,300	21st Jan.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Doves, at 10 a.m. MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
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Agents.
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Thursday, 10th Feb.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Sunday, 9th Jan.

* Taking Passengers

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Monday, 10th Jan.

"KARADO MARU" ... Thursday, 20th Jan.

* Taking Passengers

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINT U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Friday, 14th Jan.

* (Calling Darwin) * (Taking Passengers)

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AMUR MARU" ... Saturday, 15th Jan.

NEW OBLEANS LINE

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Molt, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 9th Jan.

TAKAO via SWATOW & AMOY.

"ROSHU MARU" ... Thursday, 13th Jan.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
Tel. Nos. 744 & 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ...

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tannian Ports.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
THIYU MARU	22,000	... Feb. 18th.
SHIYU MARU	22,000	... Feb. 24th.
YOKO MARU	20,000	... Feb. 24th.
KORU MARU	20,000	... March 7th.
SHIRAKA MARU	20,000	... March 18th.

* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEDO, ANNA & IQUITUE

THROUGH BY TRANS-AMERICAN ROUTE TO BURENO ALBA.

STEAMERS	TONS	LEAVE HONGKONG
KIYO MARU	17,500	... Jan. 17th, 1891.
REIYO MARU	17,500	... Feb. 1st.
ANYO MARU	17,500	... March 15th.
SHIYO MARU	14,000	... May 15th.

For full information regarding passengers, freight and sailing, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 5274 & 5271.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

(34)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPLACEMENT SAILING DATE

SHANGHAI KORE & YOKOHAMA	"ARMAND BEHIO" 10,000	On or about 16th Jan.
	"PORTHOS" 20,000	On or about 5th Feb.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUZ, PORT SAID	"ANDRE LEBON" 22,000	On or about 16th Jan.
	"PAUL LECAT" 20,000	On or about 31st Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,

Queen's Building.

Telephone 740.



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Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Kobe).

"EDMUND"	... About Feb. 5th.
"ELDRIDGE"	... About Feb. 7th.
"WHEATLAND MONTANA"	... About March 15th.
"CITY OF SPOKANE"	... About March 21st.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MONTAGUE"	... About Jan. 11th.
"ABERCOSS"	... About Feb. 7th.
"PAULET"	... About Mar. 7th.
"COAXET"	... About April 4th.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 5477 & 5478.

Fifth Floor, HOWE MANHONG, 71.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WAUKEGAN" ... about Jan. 20th, 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephone

5477 & 5478.

AGENTS

6th Floor

HOWE MANHONG

178

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SINGAPORE.

"HWAH PING" January 17th.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents,

118, Connaught Road Central.

